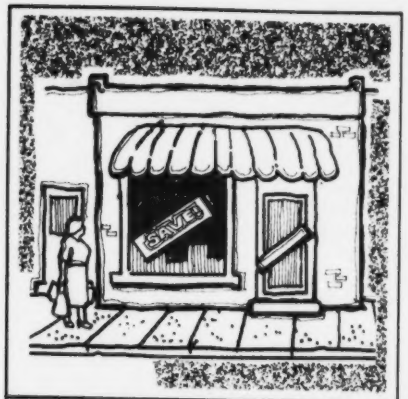

100 Avenue Planning Study

Office Consolidation - September, 1986

THE CITY OF Edmonton PLANNING AND BUILDING

100 AVENUE PLANNING STUDY

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PREFACE

On August 13, 1986, Council approved the 100 Avenue Planning Study, as amended. This Office Consolidation includes all amendments made at that time.

On February 18, 1986, the Public Affairs Committee directed that the Planning and Building Department bring forward a plan for the area in order to lift the zoning freeze placed on the remaining portion of the 1975 study area, pending Council's decision on the future of the 100 Avenue roadway.

On May 12 and May 14, 1986, public meetings were held regarding the 100 Avenue Planning Study proposals. Amendments were made in response to issues and questions raised at these meetings, and were incorporated in a report to the Public Affairs Committee.

On June 17, 1986, the Public Affairs Committee held a public hearing on this report, and recommended that Council lift the zoning freeze on the remaining area, and approve this study.

Area Planning Branch
Planning and Building Department
September, 1986

INTRODUCTION

Study Area Boundary

The 100 Avenue Planning Study area is bounded by Stony Plain Road, 99 Avenue, 149 Street, and 170 Street. There is a small area to the east of 149 Street and north of 100 Avenue which is also included. The exact boundary is shown on Map 1 - Study Area Boundary.

Authority for the Study

City Council imposed a "zoning freeze" in 1975, on the area between 100 and 102 Avenues, from 142 to 170 Streets. The freeze was imposed to protect the City's options, until such time as transportation plans for the west end were finalized. City Council lifted the zoning freeze for the area north of Stony Plain Road in June, 1978, when they approved the Stony Plain Strip Study. The freeze was retained for the southern portion of the area, pending Council's decision on the future of the 100 Avenue transportation facility (Map 2 - Remaining Area of 1975 Zoning Freeze).

City Council has since approved the West End Strategic Transportation Management Study (WESTRAM) and the 100 Avenue Corridor Facility Planning Study (January 8, 1985).

At its meeting on February 18, 1986, the Public Affairs Committee directed the Planning and Building Department to bring forward a plan for the area on which a zoning freeze had been imposed.

Study Purpose

The purpose of the 100 Avenue Planning Study Report is to provide a guide for future development and redevelopment in the 100 Avenue Corridor, recognizing the roadway changes.

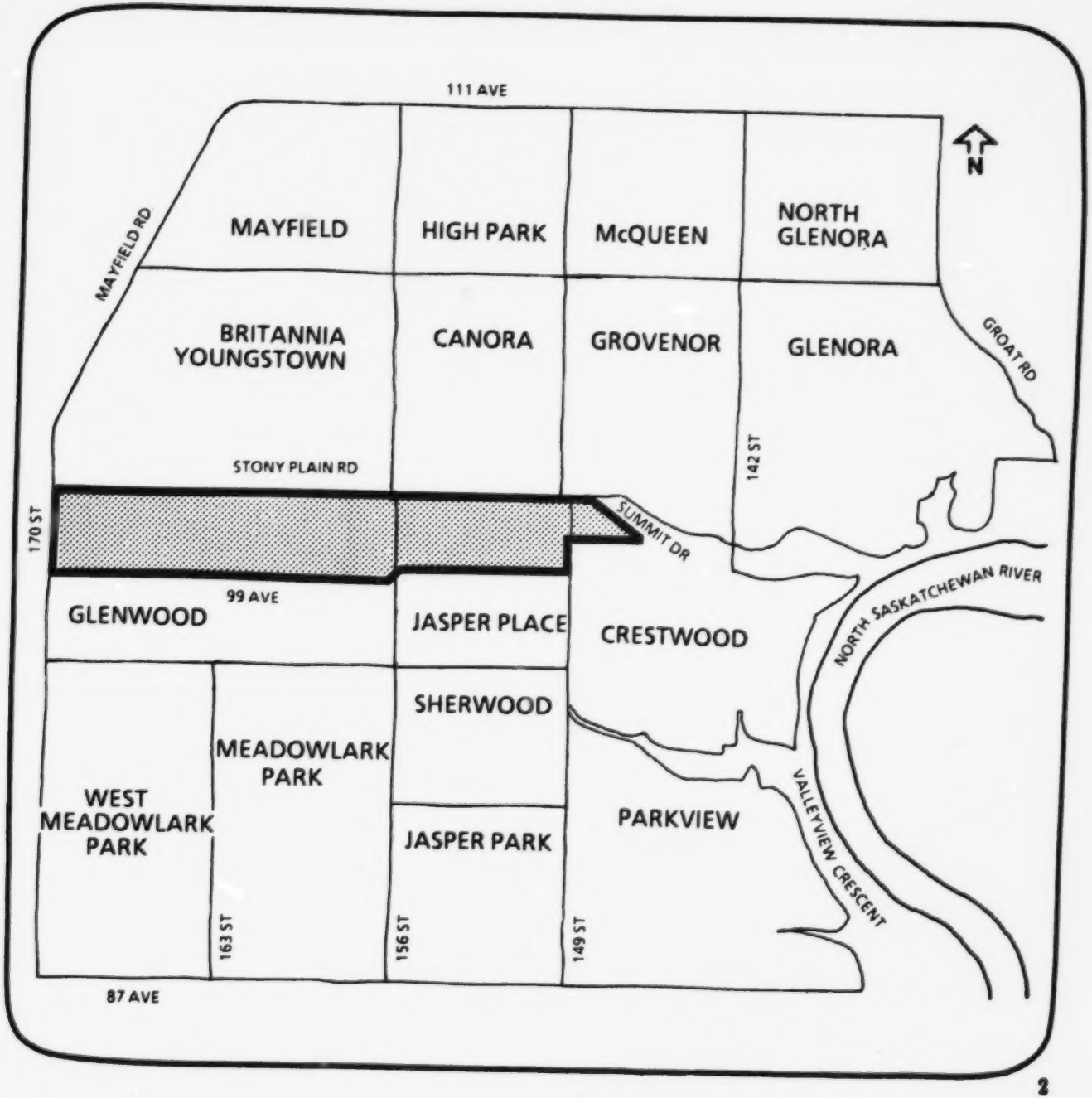
Report Structure

The Report consists of four sections. Section 1, describes the history of development and existing land uses in the study area. Section 2, identifies the planning issues in the area. Section 3, sets out an overall development concept and recommendations for future land uses and improvements in the area. Section 4, identifies the actions which various City Departments must take to implement the study recommendations.

100 Avenue Planning Study

MAP 1

STUDY AREA BOUNDARY

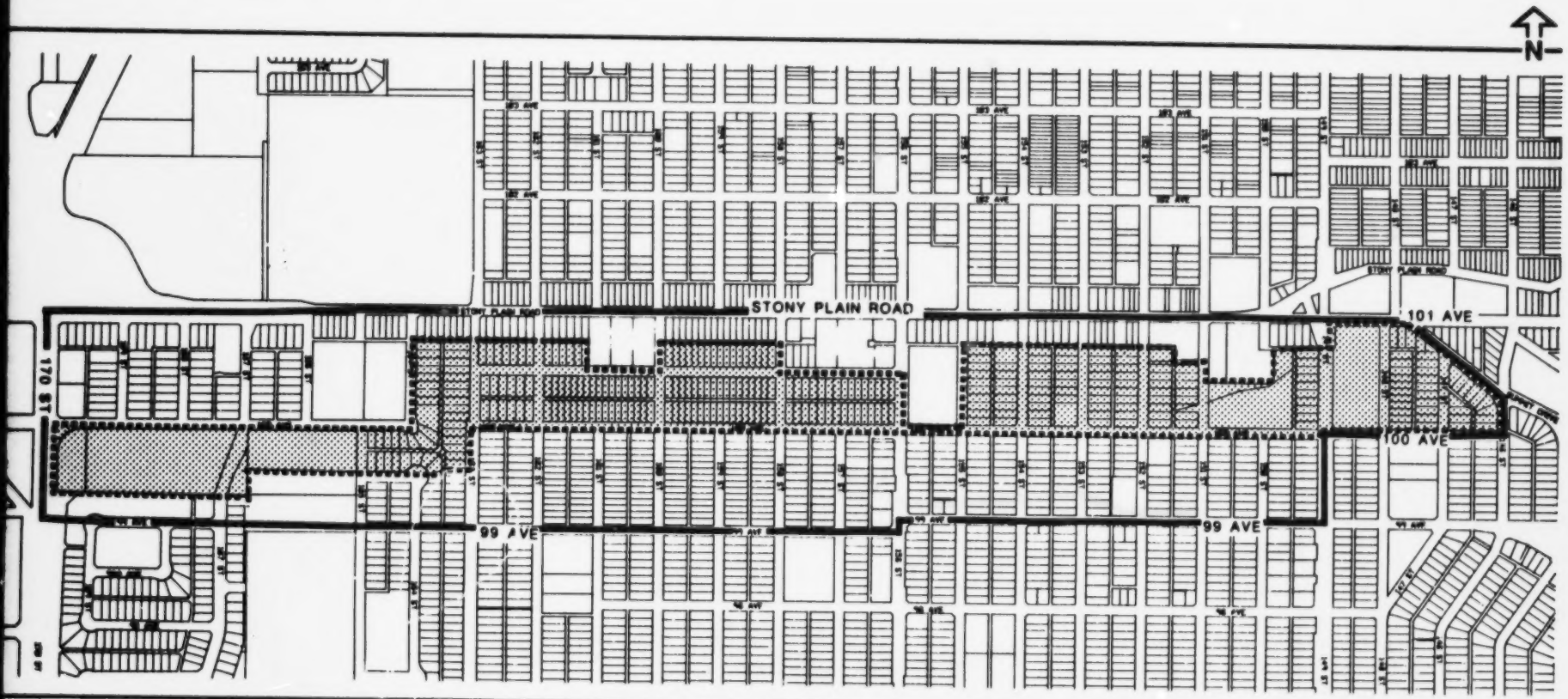


MAP 2

REMAINING AREA OF 1975 ZONING FREEZE

STUDY AREA BOUNDARY

100 Avenue Planning Study



SECTION 1 - Description of Area

History of Development

Development in the 82 ha (202 acre) study area began in the early 1900's with the subdivision of properties around the 149 Street and the Stony Plain Road intersection. The hamlet, which grew outward from the intersection, became known as Jasper Place. The first subdivisions created large single family lots, north and south of Stony Plain Road. Businesses attracted to Jasper Place located along Stony Plain Road, and concentrated in a few blocks west of 149 Street. The Town of Jasper Place was annexed to the City in 1963.

Post World War II prosperity and the oil exploration boom spurred growth in Jasper Place during the late 1940's and the 1950's. By the early 1960's, most single family lots had been developed, and some apartment construction was occurring west of 149 Street. Commercial land uses had expanded westward along Stony Plain Road to 170 Street.

Redevelopment pressure during the 1970's introduced such incompatible land uses as multi-unit housing and commercial development to the Jasper Place and Glenwood neighbourhoods. City Council responded by adopting a zoning freeze in April 1975, for an area between 100 and 102 Avenues, and from 142 to 170 Streets. In June, 1978, City Council approval of the Stony Plain Strip Study lifted the zoning freeze north of Stony Plain Road, and allowed infill and multiple family redevelopment to occur. The Study maintained the freeze for an area south of Stony Plain Road, however, due to the uncertainty related to the 100 Avenue/MacKinnon Ravine roadway proposal. This area is shown on Map 2 -Remaining Area of 1975 Zoning Freeze.

In September of 1980, Council approved a motion by Alderman Ken Newman to maintain single family housing for the area south of 100 Avenue, between the lane west of 149 Street and the lane east of 156 Street. Although rezonings have not been approved in Jasper Place since 1975, there have been spot redistrictings in Glenwood, between 156 and 163 Streets.

Existing Land Uses

Residential

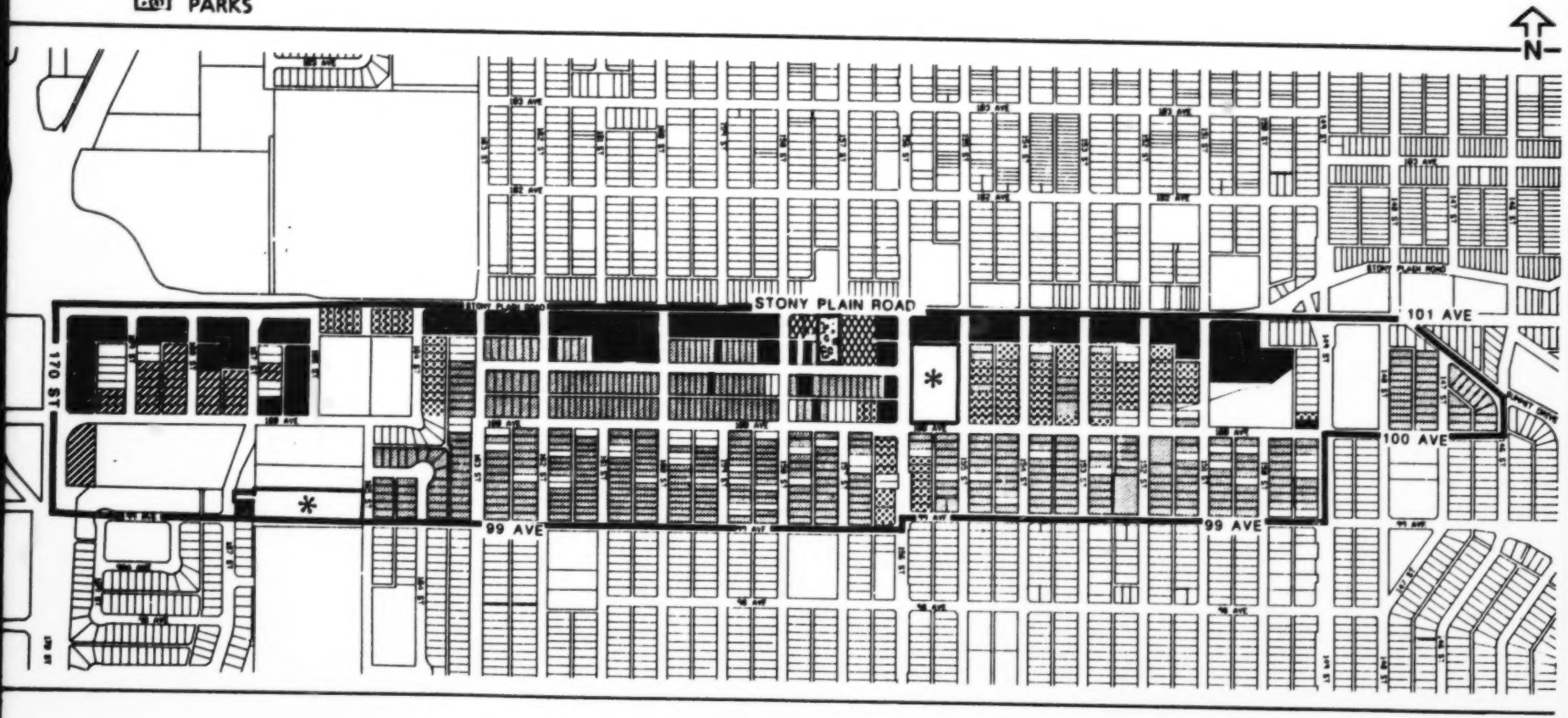
Please refer to Map 3 - Existing Land Use.

Housing stock in the area consists mainly of single family homes and low-rise apartment buildings. Single family housing is generally situated south of 100 Avenue, and along 100A Avenue. Many of these homes were built in the 1940's and 1950's, and need repair. Apartment buildings are concentrated north of 100 Avenue, between 149 and 155 Streets. They are also found along 149 and 156 Streets, south of 100 Avenue. Built in the last thirty years, most of these buildings are in good condition.

MAP 3
EXISTING LAND USE
GENERALIZED , 1986

- SINGLE AND TWO FAMILY RESIDENTIAL
- MULTI-UNIT HOUSING
- COMMERCIAL
- INSTITUTIONAL
- PUBLIC UTILITIES
- PARKS
- INDUSTRIAL
- VACANT
- STUDY AREA BOUNDARY

100 Avenue Planning Study



Commercial

Commercial development is concentrated along Stony Plain Road, from 149 to 170 Streets. The portion from 149 to 156 Streets served as the retail focus for the former Town of Jasper Place, and remains as a pedestrian-oriented shopping strip. Auto-oriented businesses characterize the section from 156 to 163 Streets, while the newest portion of the strip, west of 163 Street, consists of residential, commercial and industrial land uses. Commercial development has occurred to a limited extent along 100A Avenue, and on the west side of 156 Street, across from the Grant MacEwan College campus.

Industrial

An industrial business area is located south of Stony Plain Road, between 164 and 170 Streets. Typical uses in the area include offices, auto body repair shops, industrial repair shops, metal fabricators, open storage, and building supplies. Two large land parcels are vacant, and districted for Medium Industrial (IM) uses.

Institutional Uses and Public Facilities

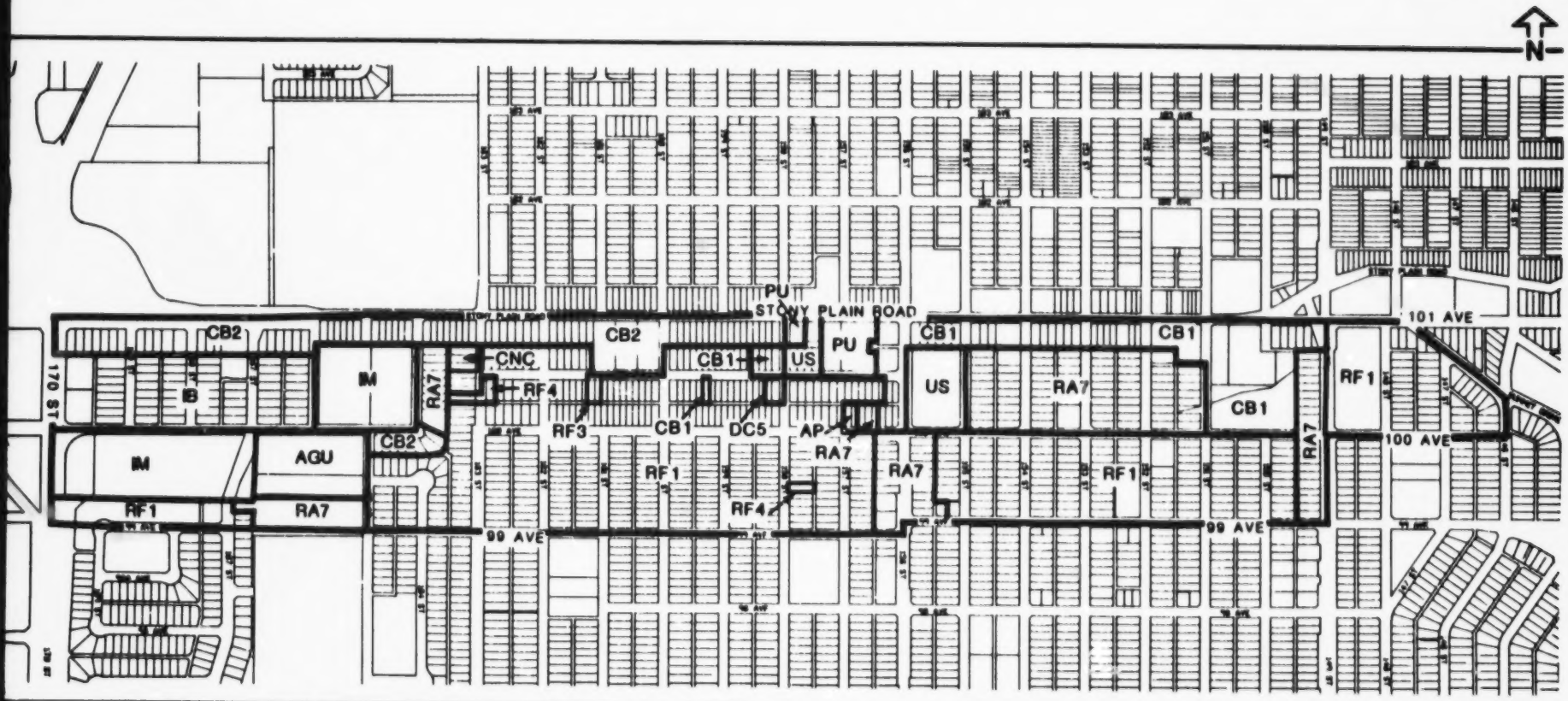
There are two major institutions in the 100 Avenue area. The first, Grant MacEwan Community College, is located at 100 Avenue and 156 Street, and opened in 1980. The second major institution, Westlawn Court senior citizens housing complex, is located on the west side of 165 Street at 99 Avenue.

The south side of Stony Plain Road, between 156 and 157 Streets, contains a number of public utility installations, including the Jasper Place Transit Terminal, the Butler Memorial Park, an Edmonton Telephones exchange, and an Edmonton Power substation.

Existing land use districts (zoning) in the area are shown on Map 4 - Existing Land Use Districts.

MAP 4
EXISTING LAND USE DISTRICTS
MAY , 1986

100 Avenue Planning Study



SECTION 2 - Issues

1. Removal of the 1975 Zoning Freeze

A strip of land south of Stony Plain Road remains under the zoning freeze imposed by City Council in 1975. This is shown on Map 2 - Remaining Area of 1975 Zoning Freeze. The freeze, which originally included an area north of Stony Plain Road, was instituted to protect the City's options, until a decision was made about the McKinnon Ravine roadway and associated improvements to the the west end transportation system. Those decisions have been made, and it is now appropriate to remove the freeze, so that development may proceed in the area.

2. Changes in Land Use

The 100 Avenue Corridor was an area in transition when the zoning freeze was imposed. Single family housing was being replaced with low-rise apartments, and commercial development along Stony Plain Road was spreading south into adjacent residential areas. The freeze suspended this process, and left a mix of incompatible land uses in some parts of the corridor.

There is a need to establish a clear direction for future land use changes in the area, once the zoning freeze is lifted. The upgrading of 100 Avenue to an arterial roadway, and its connection from 163 Street to 170 Street and Highway 16, will increase commercial development pressures in the area.

3. Disposal of City-owned Properties

The City owns 136 properties in the 100 Avenue Corridor, including single family lots and large vacant parcels west of 163 Street. These properties comprise 19.5% of the study area, and are identified on Map 5 - Land Ownership. Much of this property is now considered surplus, and will be sold at market value. This Study will provide guidance with respect to the disposal, future use, and development of City-owned property.

4. Community Impacts of 100 Avenue Improvements

A number of concerns have been identified with respect to the impact of the 100 Avenue roadway improvements on the neighbourhoods of Jasper Place and Glenwood. These include traffic noise, speeding, pedestrian safety, and the possibility of traffic shortcutting, north-south between 95 Avenue and 100 Avenue.

The Stony Plain Road/100 Avenue Facility Planning Study, approved by Council on January 8, 1985, recommended that these problems be dealt with by the installation of pedestrian crossings, the closure of some local streets south of 100 Avenue, and the development of a landscaped buffer strip along the south side of 100 Avenue.

5. Revitalization of Residential Areas

The study area includes areas of older housing, in need of rehabilitation. Many property owners have been reluctant to undertake home improvements, because of the uncertain future of the area. The Jasper Place neighbourhood is undergoing renewal, since Council reaffirmed its future in 1980, as a single family area. East Glenwood,

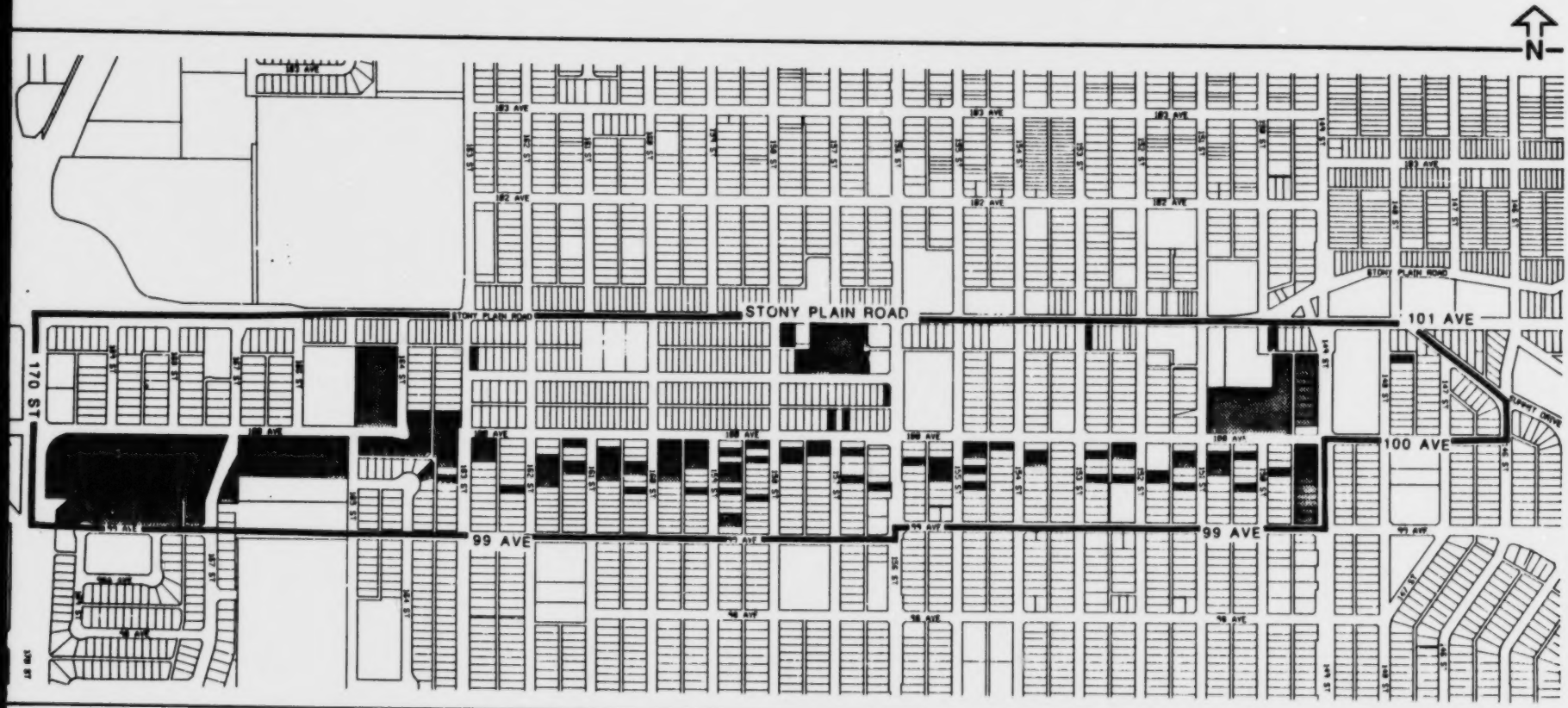
MAP 5
LAND OWNERSHIP
MAY , 1986

100 Avenue Planning Study

CITY - OWNED

PRIVATELY - OWNED

STUDY AREA BOUNDARY



however, has not experienced revitalization, despite its designation as a Residential Rehabilitation Assistance Program area in 1983.

6. **Expansion of Jasper Place Transit Terminal**

The Jasper Place Transit Terminal, located at 157 Street/100A Avenue, is the major transfer point for west end buses. The transit centre is experiencing severe congestion problems, to the extent that 100A Avenue and portions of 158 Street are now being used to accommodate the overflow of buses.

The Transportation Department has identified three options for expanding the existing transit terminal, including: expanding west onto the Richard Butler Park, expanding south across 100A Avenue to 100 Avenue, or closing 100A Avenue at mid-block. A concern has been expressed that the closure would adversely affect local businesses, by reducing access to and through traffic on 100A Avenue.

7. **Future of Richard Butler Memorial Park**

The Richard Butler Memorial Park, located on Stony Plain Road west of the Transit Centre, was dedicated by the Town of Jasper Place in 1963; in memory of an alderman who was killed while assisting local police. The 0.4 hectare park features a memorial plaque to Mr. Butler, some flowerbeds and a few evergreens.

Richard Butler Memorial Park is not well-used. It is isolated from residential areas, and bus fumes from the transit centre make it somewhat unpleasant. It has been suggested that the transit centre expand onto the park site, however, this is not supported by the Transportation Department for technical reasons. The Parks and Recreation Department agrees that the present Richard Butler Memorial Park site is not particularly useful at its present location, and should be relocated to where it will be more accessible and attractive to potential user groups.

8. **Grant MacEwan College Parking Problem**

The Jasper Place Campus of the Grant MacEwan Community College is the source of a major on-street parking problem in the surrounding residential area, even though the college has a two-storey parking garage. The college's parking problem will be aggravated, when parking is removed from one side of 100 Avenue, as part of the improvements to that roadway.

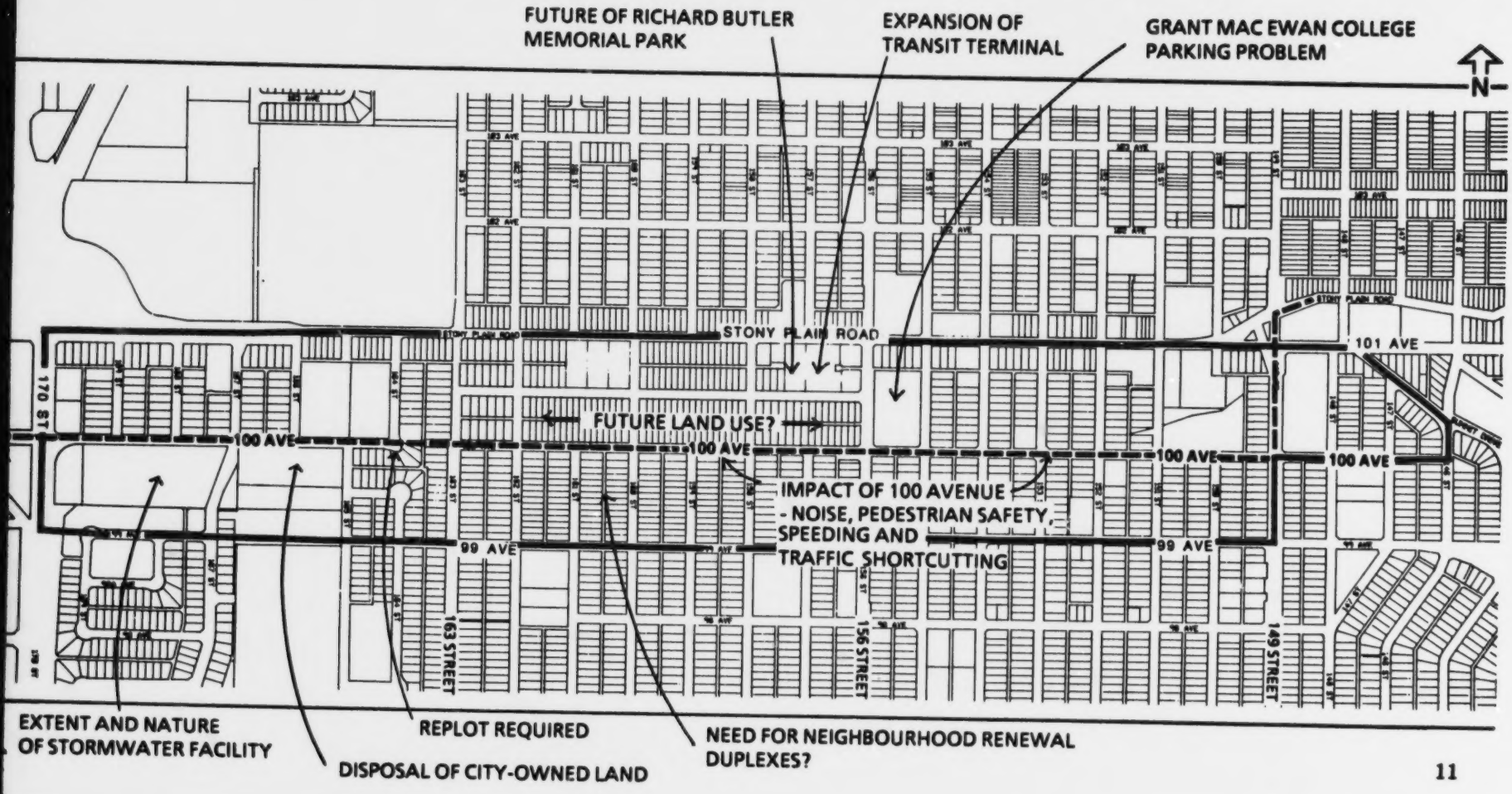
9. **Lack of Protection from arterial traffic for Residents North of 100 Avenue**

The area between 163 and 156 Streets, will eventually be redeveloped as commercial. However, in the interim, these residents are not afforded any protection from the effects of 100 Avenue arterial traffic, and will be subject to transitional commercial uses. Likewise, there is no buffer on the north side of 100 Avenue, between 151 and 155 Streets, for apartment dwellers, as there is insufficient setback between the roadway edge and the apartment buildings.

MAP 6
PLANNING ISSUES

STUDY AREA BOUNDARY

100 Avenue Planning Study



10. Westlawn Replot

The extension of 100 Avenue from 163 Street through to 164 Street, and the widening of 100 Avenue along the south side, will result in a number of shallow lots in the Westlawn subdivision. Although these lots are districted for commercial use, it may not be feasible to adequately buffer the adjacent single family area from commercial development once the roadway allocation is used.

11. Appearance of Development Along 100 Avenue

100 Avenue will be a major entrance into the City Centre from the west end; especially once it is connected to Highway 16. It is important to ensure that new development along 100 Avenue is attractive in appearance, to create a favourable impression for tourists and a pleasant journey-to-work for Edmontonians.

12. Stormwater Management Facility

The storm water system west of 170 Street and in the Place LaRue Industrial area, is inadequate to handle existing stormwater runoff. The Water and Sanitation Department proposes to construct a stormwater management facility on City-owned land north of 99 Avenue, east of 170 Street, to accommodate this runoff. The site and operational nature of the proposed facility, however, is of prime concern to the Real Estate and Supply Services Department, who own the land. A consultant has been hired by the Water and Sanitation Department to determine the size and nature of the facility, for design purposes.

SECTION 3 - Development Concept and Study Recommendations

Overall Development Concept

The recommendations in this section outline the desired future direction of land use and development in the 100 Avenue corridor. Together, they comprise the development concept.

The development concept recognizes and rationalizes existing development patterns and trends in the area, and responds to the new status of 100 Avenue as a 4-lane arterial and major route into the City, from the west end. The 100 Avenue corridor, and the proposed development concept, are somewhat comparable to Calgary Trail and the couplets of 103 and 104 Streets.

Key features of the development concept for the corridor, illustrated by Map 7 - Area Development Concept/Proposed Land Uses, are as follows:

1. maintenance of the Stony Plain Road commercial strip;

2. redevelopment of the residential area north of 100 Avenue, between 156 Street and 163 Street, for commercial development;

3. commercial or industrial business development of most vacant parcels west of 163 Street;

4. consolidation of the low-rise apartment area north of 100 Avenue, between 151 and 155 Street;

5. expansion of the Jasper Place Transit Terminal, south to 100 Avenue, and closure of 100A Avenue;

6. maintenance of existing areas of single - detached housing in the neighbourhoods of Crestwood, Jasper Place and West Glenwood;

7. introduction of duplexes (semi-detached housing) in East Glenwood, north of 99 Avenue;

8. relocation and redevelopment of the Richard Butler Memorial Park, to increase visibility, attractiveness and usability as an area for passive recreation, and to provide some active recreation for apartment dwellers;

9. development of a landscaped buffer strip and culs-de-sac along the south side of 100 Avenue; and

MAP 7
AREA DEVELOPMENT CONCEPT
PROPOSED LAND USES

- SINGLE AND TWO FAMILY RESIDENTIAL
- MULTI-UNIT HOUSING
- COMMERCIAL
- INSTITUTIONAL
- PUBLIC UTILITIES
- PARKS AND BUFFER
- ROADWAY IMPROVEMENT
- STORMWATER FACILITY
- CULS DE SAC
- STUDY AREA BOUNDARY

100 Avenue Planning Study

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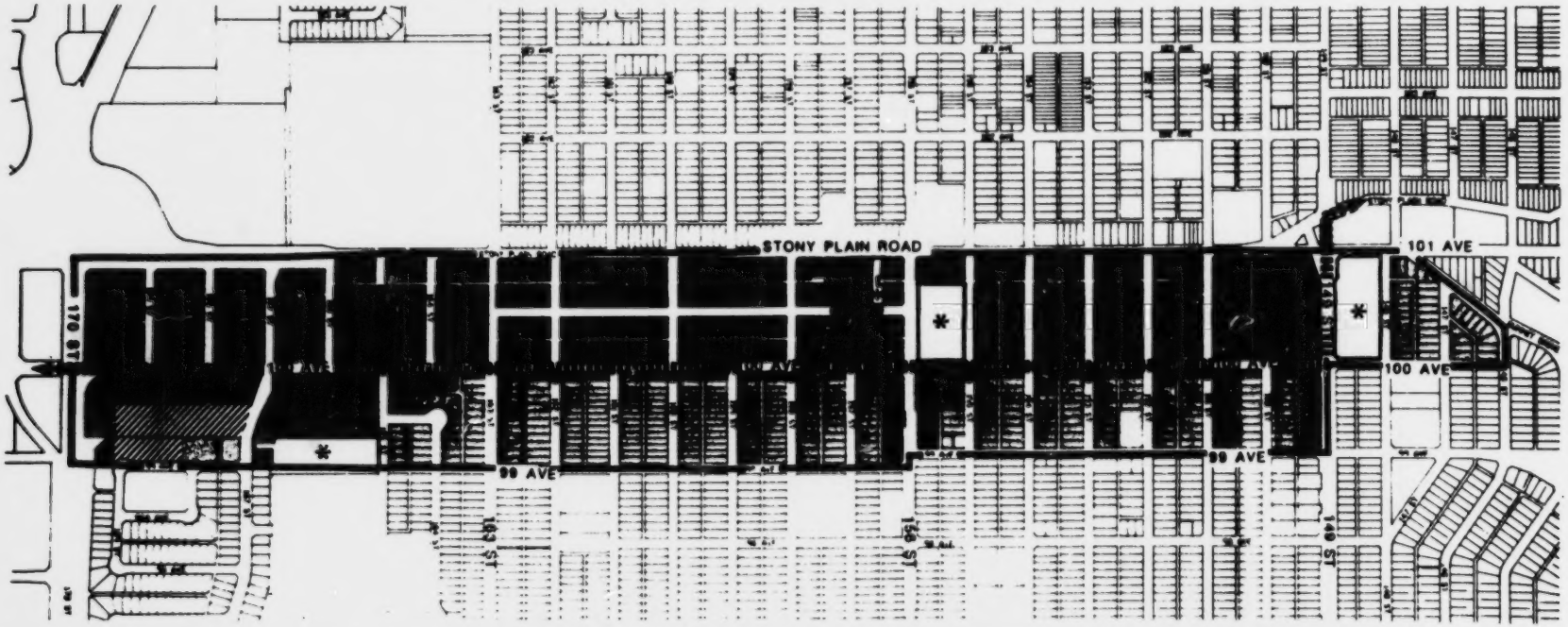


10. construction of a stormwater facility in the Westlawn subdivision; integrated with Jack Horan Park.

The recommendations below, provide details. The areas referred to in the recommendations are identified on Map 8 - Boundaries of Areas Identified in Study Recommendations.

Recommendations

Recommendation #1
Crestwood

That part of the Crestwood neighbourhood bounded by 148 Street, 146 Street, 100 Avenue and Summit Drive, (Area #1), will be maintained as an area of single-detached RF1 housing.

Discussion

- The City purchased numerous single family properties in this area, for transportation improvements associated with the proposed MacKinnon Ravine Roadway. The properties have been declared surplus, and put on the market by Real Estate and Supply Services.

- Crestwood is a stable neighbourhood of single family homes. This area should be permitted to renew itself.

Recommendation #2
Blocks 79 & 80

The site bounded by 149 Street, 148 Street, 100 Avenue and 101 Avenue, (Area #2), may be developed for institutional uses, such as a church and daycare centre, or low-rise senior citizen housing. If senior citizen housing is located here, there should be a transition in height, with the portion facing 148 Street being no more than three stories.

Discussion

- The City also purchased this property for transportation improvements. It was declared surplus some time ago, and sold to the church located to the south.

- The property is currently zoned RF1 and is vacant. The size of the parcel, and its location on the periphery of the Crestwood neighbourhood, make it suitable for institutional uses. Commercial uses would not be compatible with the single family homes to the east.

Recommendation #3
149 Street/
Stony Plain Road

The land bounded by 149 Street, 151 Street, 100 Avenue, and Stony Plain Road, (Area #3), will be developed for commercial use under the CB1 District, with the following additional guidelines:

a) The developer will be encouraged to provide a minimum yard of 4.5 metres (14.76 ft.) on 100 Avenue and 149 Street. Landscape clusters, to consist of mature trees and shrub beds, using the example shown in Figure 1 as a guide, should be provided on 100 Avenue and 149 Street, at 6 metre (19.68 ft.) intervals.

MAP 8
BOUNDARIES OF AREAS IDENTIFIED IN STUDY RECOMMENDATIONS

STUDY AREA BOUNDARY

100 Avenue Planning Study

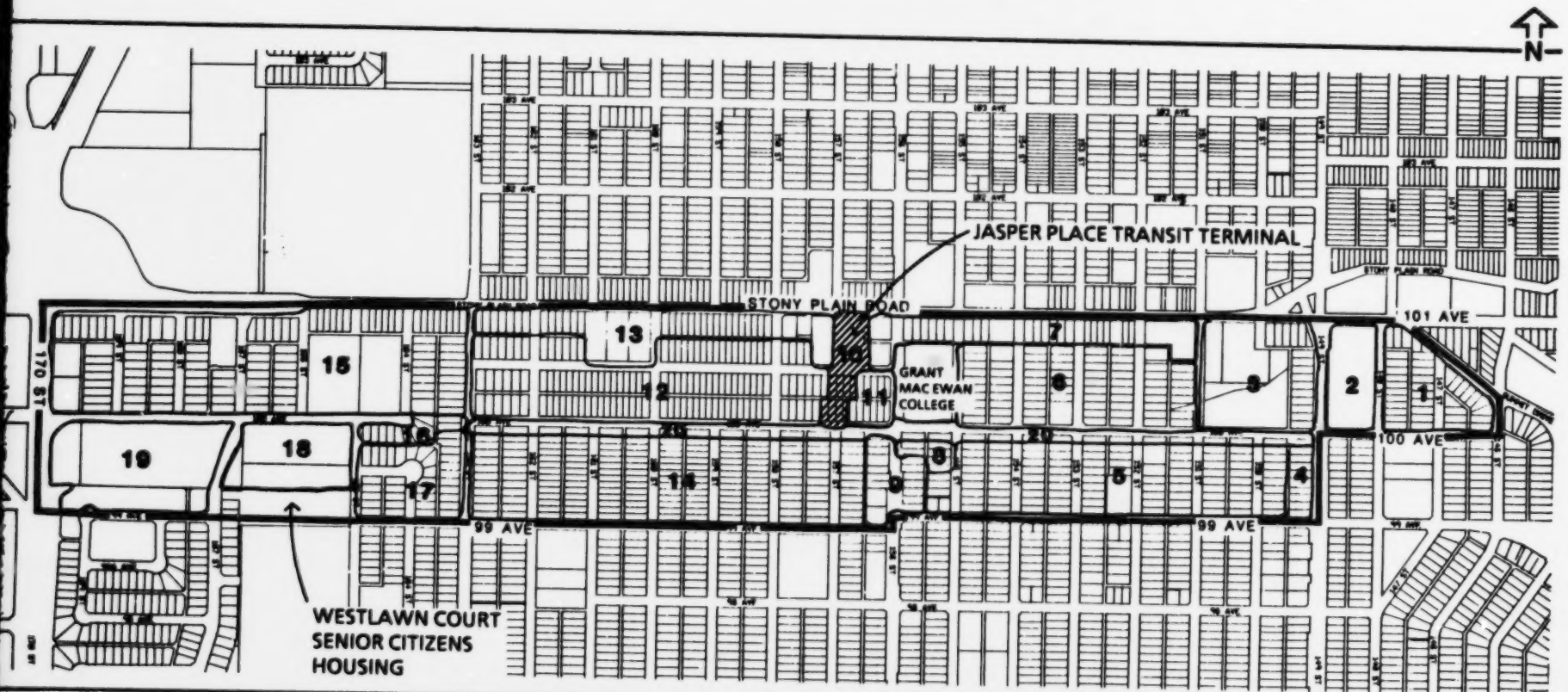
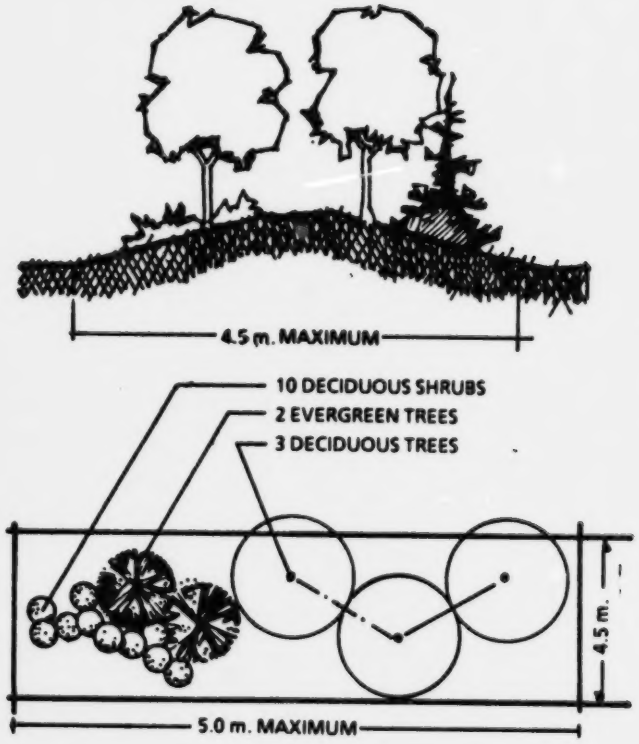


FIGURE 1
LANDSCAPE EXAMPLE



100 Avenue Planning Study

The landscape module shall be comprised of the following materials:

3 deciduous trees; preferably green ash or basswood, with minimum 85 mm caliper

2 evergreen trees; preferably white or green spruce, a minimum of 2.5 m in height

10 shrubs; preferably all deciduous, with minimum 600 mm height/spread

b) Discretionary uses that have the following characteristics should be discouraged:

- Outdoor storage or large outdoor display areas of merchandise (i.e. - car lot).

- Establishments that cater to a large clientele in a given time period or have a high customer turnover, which in turn could generate parking problems, high traffic volumes, and turning movements to and from the site.

c) Access from 100 Avenue or 149 Street should not have a significant impact on the consistent appearance of the landscaping.

Discussion

- This commercial area fronts two major arterials. It is, therefore, important that it be developed attractively, and that the landscaping and setbacks be uniform with the rest of 100 Avenue. Due to their proximity to commercial uses and location on a major arterial, the RA7 properties on 149 Street would be more suitable for commercial development. However, as some residential development may occur on the east side of 149 Street (i.e. - senior citizens apartments), there must be some sensitivity in the type of commercial uses that are allowed to develop here. The intersection of 100 Avenue and 149 Street will be a heavy traffic route. Therefore, certain uses that generate a great deal of traffic and arterial turning movements would also be inappropriate.

Recommendation #4
Low-Rise Apartments on 149 Street

Properties along the west side of 149 Street between 99 Avenue and 100 Avenue (Area #4) may be developed for low-rise apartments, in accordance with the existing RA7 zoning.

Discussion

- Many of the older single family houses along the west side of 149 Street have already been redeveloped into low-rise apartments.

Recommendation #5
Jasper Place Neighbourhood

That part of the Jasper Place neighbourhood bounded by 99 Avenue, 100 Avenue (excluding the buffer strip), the lane west of 149 Street, and the lane east of 156 Street (Area #5), will be maintained as an area of single-detached housing, with RF1 zoning.

Discussion

- The future of the Jasper Place neighbourhood as an area of single-detached housing, was reaffirmed by City Council on August 12, 1980. Since then, the neighbourhood has experienced renewal. There is a high incidence of renovations, and several new single family homes have been built in the area. There are many opportunities nearby, to introduce other low density residential forms (i.e. - duplexes). This area should remain strictly single family, as single family redevelopment has proven to be a viable alternative here.

Recommendation #6
Low-Rise Apartment Area

Lands bounded by 100 Avenue, the lane south of Stony Plain Road, 151 Street and 155 Street, (Area #6), will be maintained for low-rise apartments, with RA7 zoning.

Discussion

- The majority of the properties in this area have been redeveloped for low-rise apartments. There are still some older single family homes and a few vacant parcels. Some medium density residential development is desirable to help support additional commercial development that may occur on 100 Avenue.

Recommendation #7
Commercial Strip 151 to 155 Streets

Properties along the south side of Stony Plain Road, between 151 Street and the east boundary of the Jasper Place Terminal, (Area #7), will be maintained for commercial development with CB1 zoning.

Discussion

- This is the longest established part of the Stony Plain Road commercial strip which served the former Town of Jasper Place. In order to retain the small business nature of this portion of the strip and the integrity of the apartment area behind it there should be no expansion of commercial uses beyond the lane south of Stony Plain Road.

Recommendation #8
Richard Butler Memorial Park

The current Richard Butler Memorial Park site will be sold for commercial purposes, and districted CB2. The funds obtained from the sale should be used to acquire and develop the site south of 100 Avenue between 155 and 156 Streets; shown as Area #8 on Map 8. The new park will meet the following objectives:

a) It will provide a small active recreation area, as well as a passive area that can accommodate some entertainment functions.

b) It will be integrated with a road closure on 155 Street and the buffer along 100 Avenue.

Discussion

The current site is under-used, does not adequately serve the needs of the potential client group, and is poorly located next to the transit center. The proposed site would have the following advantages:

a) It will be accessible to Grant MacEwan College, the residents of Jasper Place, and the apartment area to the north of 100 Avenue.

b) It will provide additional park space to Jasper Place which is the neighbourhood affected by the 100 Avenue Study most in need of park space.

c) It will provide a slightly larger site, and therefore, can accommodate more activities than the current site.

FIGURE 2
ALTERNATIVE RICHARD BUTLER MEMORIAL PARK SITE

CITY - OWNED LAND

* TO BE ACQUIRED FOR BUFFER STRIP

PROPOSED STREET CLOSURE

STUDY AREA BOUNDARY

100 Avenue Planning Study

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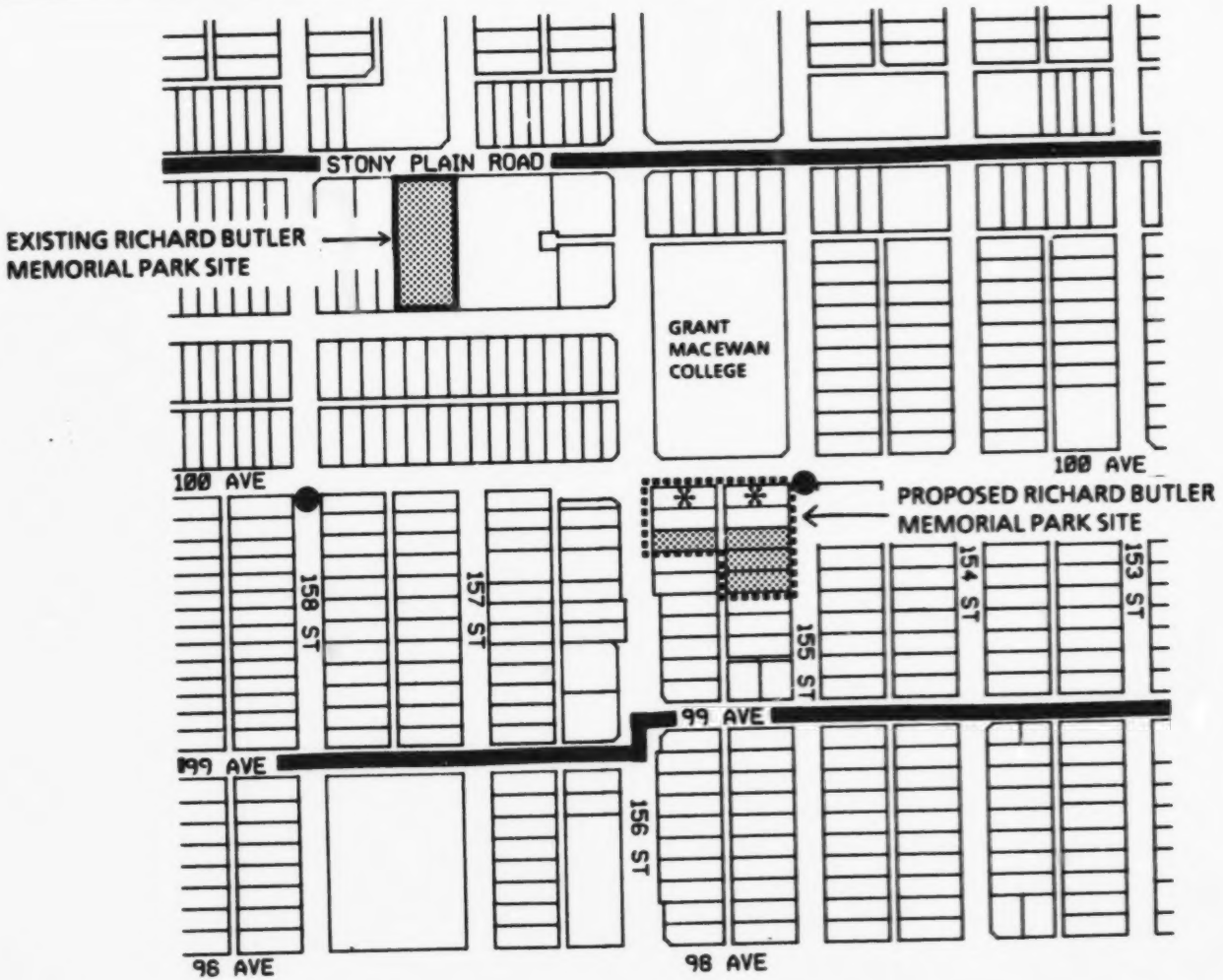


Recommendation #9
Low-Rise Apartments
156 Street
Discussion

Properties along the east and west sides of 156 Street between 99 Avenue and 100 Avenue, (Area #9), may be developed for low-rise apartments, with RA7 zoning.

- This area has already largely been redeveloped with low-rise apartments. There are a few single family houses still left. The extension of commercial development along 156 Street, south of 100 Avenue, is considered an undesirable precedent.

Recommendation #10
Expansion of Transit Terminal

The Jasper Place Transit Terminal will be extended, in accordance with Transportation Department proposals, south across 100A Avenue to 100 Avenue, as illustrated in Maps 8 and 9. 100A Avenue will be closed to form a cul-de-sac, between 156 Street and 157 Street.

Discussion

- Option #1, expansion to the west onto the Richard Butler Memorial Park site is not desirable because it would increase the conflicts between buses, entering and leaving the terminal, and automobile traffic along Stony Plain Road. It would also create safety problems for transit users making transfers from the east bus island to the west island.

- Option #2, the extension of the terminal south to 100 Avenue without the closure of 100A Avenue, is not desirable because of conflicts between transit bus and automobile traffic at 100A Avenue. There would also be safety problems with transit users crossing the street from the north island to the south island.

- Option #3, involving the closure of 100A Avenue, avoids the aforementioned traffic and safety problems, and provides the greatest capacity for buses. 100A Avenue would be closed off by culs-de-sac constructed on either side of the extended terminal. Closure of 100A Avenue at this point would involve very little hardship for businesses along 100A Avenue, because there are many alternative points of access. This is the best technical option for extending the terminal.

Recommendation #11
Commercial Area on 156 Street and 100 Avenue

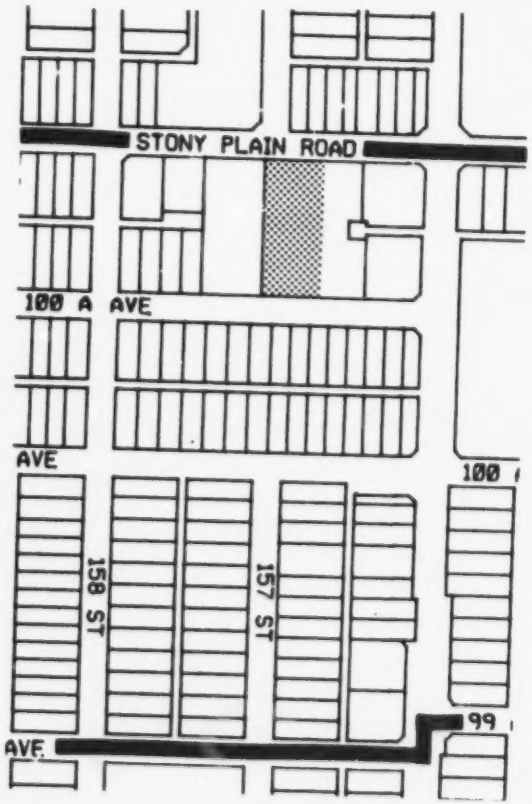
The area bounded by 100 avenue, 100A Avenue, 156 Street, and the east boundary of the Jasper Place Terminal, will be developed under the CB1 Land Use District. New development will be encouraged to provide a minimum yard of 4.5 metres (14.76 feet) on 100 Avenue and on 156 Street. Landscaping to consist of mature trees and shrub beds, using the example shown in Figure 1 as a guide, should be provided on 100 Avenue and 156 Street, such that no more than 6 meters (19.68 feet) of open space exists between landscape clusters. Access to the site should not deter from the landscaping objective.

MAP 9
EXPANSION OF JASPER PLACE TRANSIT TERMINAL

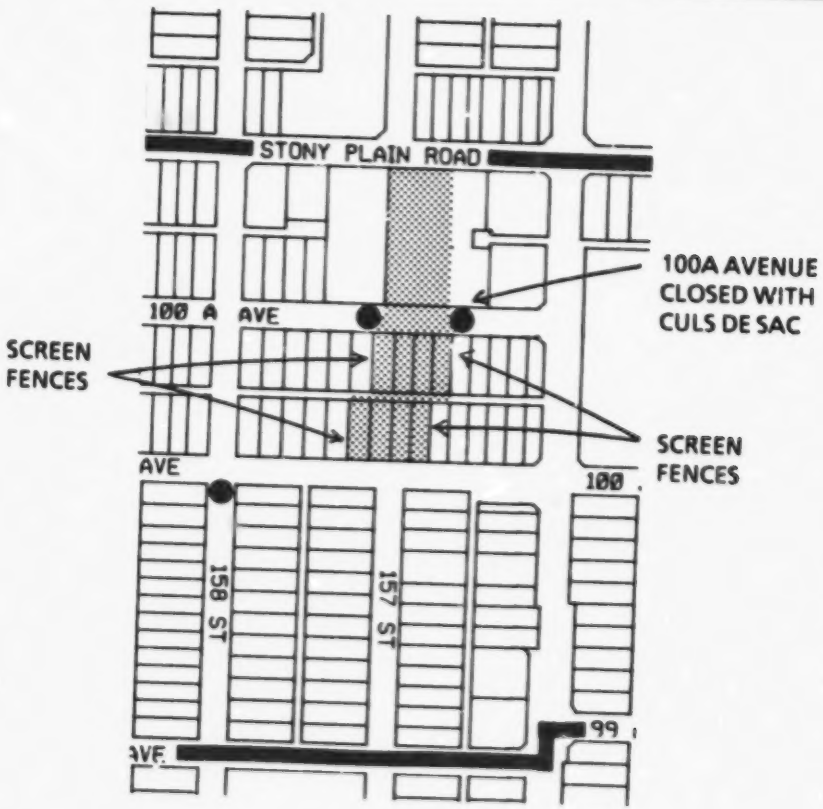
STUDY AREA BOUNDARY

CULS DE SAC

100 Avenue Planning Study



EXISTING FACILITY



PROPOSED FACILITY

SOURCE : CITY OF EDMONTON TRANSPORTATION DEPARTMENT

Uses that are complementary to the Grant MacEwan College, such as personal service and convenience retail, should be encouraged. Uses that have the following characteristics should be discouraged:

- Outdoor storage or large display areas of merchandise; or
- A high turnover of customers, or a large clientele at a given time, which could generate traffic, parking and access problems.

Discussion

A large portion of this area is districted as CB1, which is appropriate given the proximity of residential uses. The site has good potential, given its location at a major intersection and its proximity to Grant MacEwan College, for a high quality, comprehensive commercial development.

Recommendation #12 Redevelopment of Residential Area to Commercial

Redistricting to commercial or light industrial use, under direct control districting, would be supported between 100 Avenue, the lane south of Stony Plain Road, 163 Street, and the west boundary of the Jasper Place Transit Terminal, (Area #12). The district is intended to provide for uses that are required at a major entry point to the City, but which will not adversely affect adjacent residents, and do not generate such large volumes of traffic so as to interfere with traffic movement on 100 Avenue. The following regulations will be met:

a) There will be a minimum site width of 30 metres (98.42 feet).

b) There will be no outdoor storage uses.

c) Use of existing residential structures for commercial or industrial use will not be permitted, unless the development is of good quality, suitable for the use proposed, and meets all the site development standards outlined here.

d) Parking areas and side yards abutting a residential area will be fenced with a solid screen fence of a durable design.

e) Ample landscaping and yard separation will be maintained by those developments abutting a residential area.

f) The Performance Standards specified in Section 73.2 of the Land Use Bylaw shall apply to all industrial developments, and will be used as a guideline in approving all other developments.

g) A minimum yard of 4.5 metres (14.76 feet) and a one metre high berm will be provided on 100 Avenue. Landscaping treatment for property fronting onto

100 Avenue, will consist of mature trees and shrub beds, using the example shown in Figure 1 as a guide, such that no more than 6 metres (19.68 feet) of open space exists between landscape clusters. Landscaping for all other areas will meet the standards of Section 69.3 of the Land Use Bylaw. Proportionately, larger yards and setbacks will be required for larger property consolidations.

h) Land uses with the following characteristics will not be accommodated:

- There is outdoor storage or large outdoor display areas of merchandise.
- There is a large clientele at a given time period, or high customer turnover, which may generate parking problems, high traffic volumes, or turning movements to and from the site.
- There is associated noise or waste emission that is offensive to adjacent users.

i) Access for developments on 100 Avenue will be from the street. Any access onto 100 Avenue must maintain the general landscaping objective, and be approved by the City Engineer in consultation with the Planning and Building Department.

j) The maximum building height will be three stories, or 12 metres.

Discussion

These commercial areas will abut established residential areas to the south. Also, they will be fronting onto a major gateway to the city centre (100 Avenue). The Direct Control District is necessary to ensure a high standard of development, with consistent setbacks and landscaping along 100 Avenue, and to minimize potential for conflicts with the residential area to the south. North of 100 Avenue, between 163 and 156 Streets, will be a transition area between single family and commercial uses. These guidelines attempt to ease this land use transition, for those residents remaining in the area. The exact nature and timing of commercial redevelopment in this area is uncertain. The use of the Direct Control District will allow a balance of flexibility and quality control.

Recommendation #13 Stony Plain Road between 163 Street and the Transit Terminal

The area south of Stony Plain Road, between 163 Street and the west boundary of the Transit Terminal, (Area #13), will be maintained for commercial development, under CB2 zoning.

Discussion

This is an established commercial strip, and continues to be suitable for commercial use.

Recommendation #14
East Glenwood Neighbourhood

That part of the Glenwood neighbourhood bounded by 100 Avenue (excluding the buffer strip), 99 Avenue, 163 Street, and the lane west of 156 Street, (Area #14), can be developed for semi-detached housing, with RF4 zoning.

Discussion

- Many of the older houses in this area are small and in need of repair. Renovation, in some cases, is no longer economical. This recommendation provides another option for renewing this part of the Glenwood neighbourhood. Property-owners may take advantage of grants available through the existing Residential Rehabilitation Assistance Program, or they may redevelop their properties to duplexes.

Recommendation #15
Stony Plain Strip and Blocks 33-39

Properties bounded by Stony Plain Road, 100 Avenue, 163 Street and 170 Street, (Area #15), can be developed or redeveloped for commercial uses, under a CNC, CB2, IB or related DC5 districting. The property districted IM (Medium Industrial), between 164 and 165 Streets and north of 100 Avenue, must be redistricted to one of the more appropriate districts before it is redeveloped. Properties facing on to 100 Avenue will provide a 4.5 metre yard (14.76 feet) with landscaping, to consist of mature trees and shrub beds, using the example shown in Figure 1 as a guide. Landscape clusters should be spaced, such that there is no more than 6 metres (19.68 feet) between the clusters. Access for those properties fronting on 100 Avenue should be from the street. Access provided from 100 Avenue will maintain the landscaping objectives of this study, and be approved by the City Engineer in consultation with the Planning and Building Department. Larger yards and building setbacks should be provided for larger property consolidations.

Discussion

- This area currently includes part of the Stony Plain Road commercial strip zoned CB2, a significant amount of vacant land zoned IM or IB, and some residential properties between 164 and 163 Streets zoned RA7 and RF1. There is a strong demand for commercial property in the area because of its high accessibility, visibility, and location near West Edmonton Mall and major attractors, such as Food For Less and Superstore, which are coming on stream in Place LaRue and Terra Losa.

- The area has few amenities, and is not a desirable location for residential development.

- As this part of 100 Avenue will form a main gateway into the city, quality landscaping and uniform set backs should be required.

- This area already has a variety of commercial or quasi-commercial zonings which are appropriate for the location.

- Medium industrial is not considered an appropriate use in the area, due to its proximity to residential and commercial uses.

Recommendation #16
Westlawn Replot

The City will consolidate the lots north of the lane in Area #16, for inclusion in a landscaped buffer strip, as part of the replot required for the 100 Avenue right-of-way (Map 10). The berm will be extended along the south boundary.

Discussion

- Although currently districted as CB2, this narrow strip of land will no longer be suitable for commercial development, because of its reduced depth, once part of the site is taken for the road right-of-way. Between 26 and 32 metres will remain. This is insufficient to design a commercial development that would adequately buffer the residential properties to the south.

Recommendation #17
West Glenwood

That part of the Glenwood neighbourhood bounded by 163 Street, 165 Street, 99 Avenue and the lane north of 99A Avenue, (Area #17), will be maintained as an area of single-detached housing, with RF1 zoning.

Discussion

- This area consists of well-maintained single family homes.

Recommendation #18
Block C Westlawn

City-owned property bounded by 165 Street, 167 Street, the Westlawn Senior Citizens Court site, and 100 Avenue, (Area #18), will be developed in accordance with the following guidelines as illustrated in Map 11:

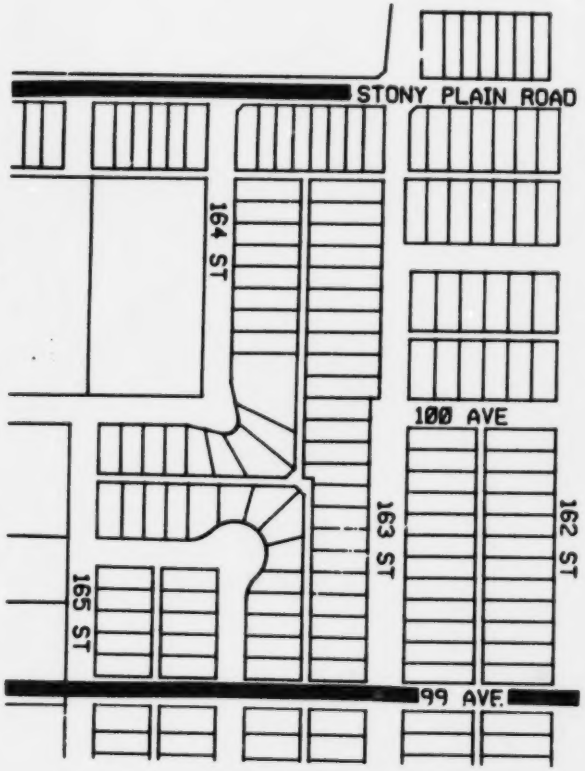
i) The property will be subdivided into a number of smaller parcels.
ii) A new public roadway will be provided on the property.
iii) The north half of the property will be developed for commercial uses that do not generate large volumes of traffic or require large parking areas. The commercial uses should be compatible with residential areas to the south and east. Office uses are preferred.
iv) The south half of the property will be developed for residential, or low impact institutional uses.
v) Any commercial development on the property will be properly designed, sited and screened, to minimize negative impacts on residential development to the south and east.
vi) A sidewalk will be provided on the east side of 165 Street to 100 Avenue.
vii) A 4.5 metre (14.76 feet) yard with a 1 metre berm will be provided on 100 Avenue, to be landscaped with mature trees and shrub beds. Using the example shown in Figure 1, as a guide, landscaping will be spaced such that there is not more than 6 metres (19.68 feet) between landscape clusters. Access to the site should be from the street. Access provided from 100 Avenue will maintain the landscaping objectives of this study, and will be approved by the City Engineer in consultation with the Planning and Building Department.

MAP 10
WESTLAWN REPLOT

STUDY AREA BOUNDARY

100 Avenue Planning Study

N



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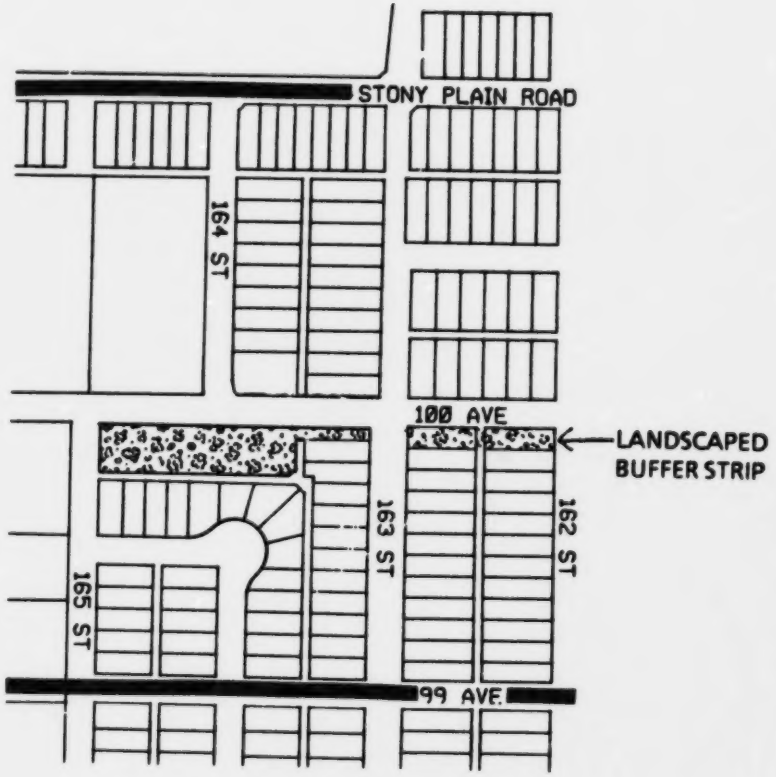
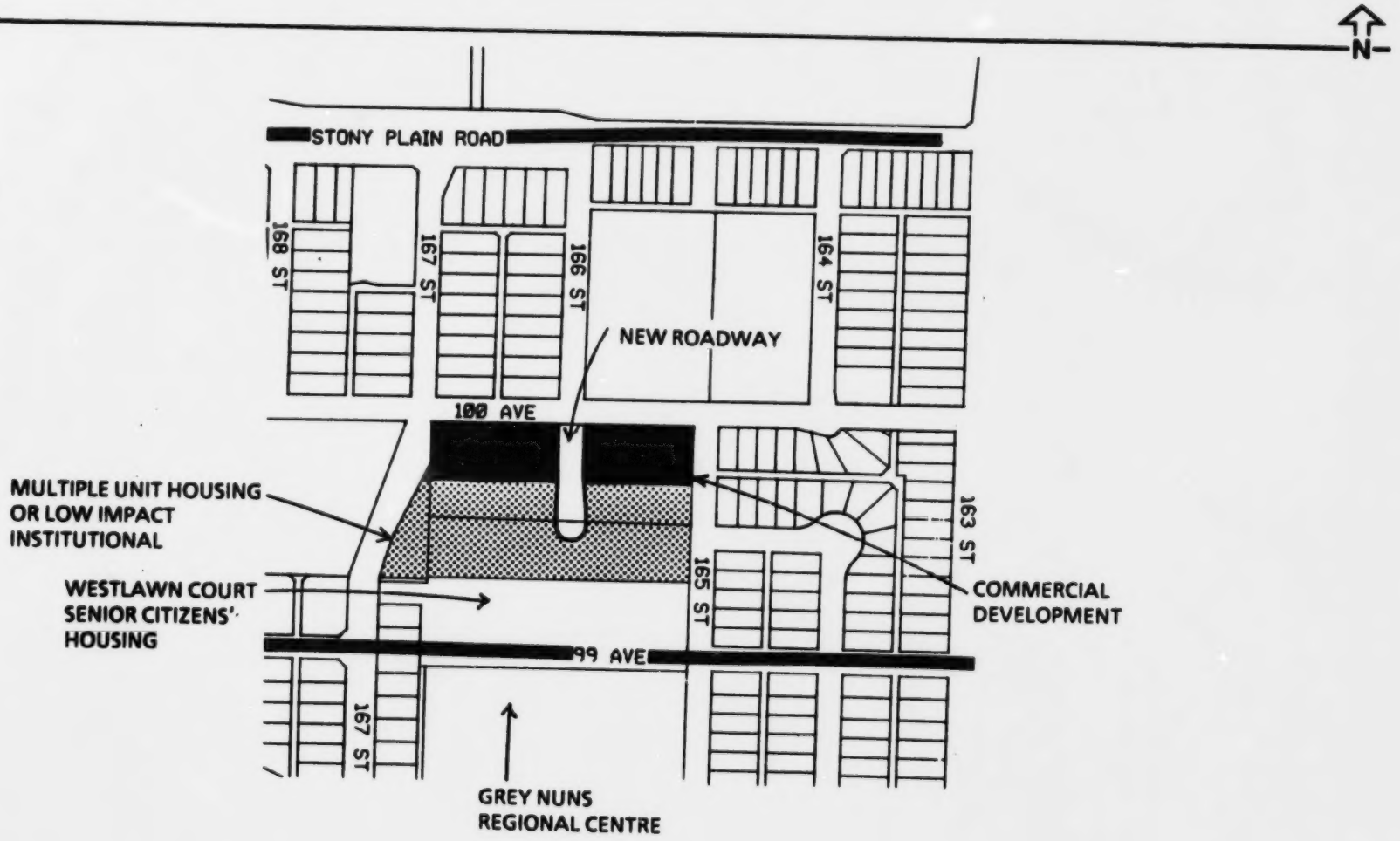


PROPOSED

MAP 11
DEVELOPMENT CONCEPT - AREA #18

STUDY AREA BOUNDARY

100 Avenue Planning Study



Discussion

- Development of the entire site for commercial uses, would represent a significant and undesirable intrusion into an attractive and stable neighbourhood. A single commercial project on the site would be a major traffic generator, and create shortcutting problems on 165 and 167 Streets. The recommendation, therefore, calls for subdivision of the property, the siting of commercial development along 100 Avenue, and the use of multiple unit housing or institutional uses as a buffer. A new public roadway is required to improve access on the site, and will be located at the time of subdivision. The specified set back and attractive landscaping is required on 100 Avenue, to provide a uniform appearance on the full length of the arterial.

Recommendation #19
Block 40, Lots A, B, & R and Block E

City-owned property bounded by 100 Avenue, 99 Avenue, 167 Street and 170 Stree,t (Area #19), will be developed under a direct control district, in accordance with the following guidelines, as illustrated in Map 12:

i) Commercial development will be permitted along 100 Avenue and 170 Street. Uses which generate heavy traffic, require a substantial amount of parking, or require outdoor storage or large display areas, will not be permitted. Uses which take advantage of the amenity of the stormwater facility, will be encouraged.
ii) A stormwater management facility will be developed and integrated with Jack Horan Park, subject to detailed design by the Water and Sanitation Department.
iii) The 99 Avenue right-of-way between 168 Street and 169 Street will be closed.
iv) Single-detached housing will be developed along 99 Avenue, west of 167 Street.
v) A 4.5 metre (14.76 feet) yard with a 1 metre berm will be provided on 100 Avenue and 170 Street, to be landscaped with mature trees and shrub beds. Using the example in Figure 1 as a guideline, these landscape clusters will be spaced no more that 6 metres (19.68 feet) apart. Access to the site will not interfere with this landscape objective.

Discussion

- This property marks the key entry point to the 100 Avenue corridor. As such, direct control is needed to ensure a high quality of development of both the commercial and stormwater facility, and to reduce the impact of these facilities on the residential area to the south, as much as possible.

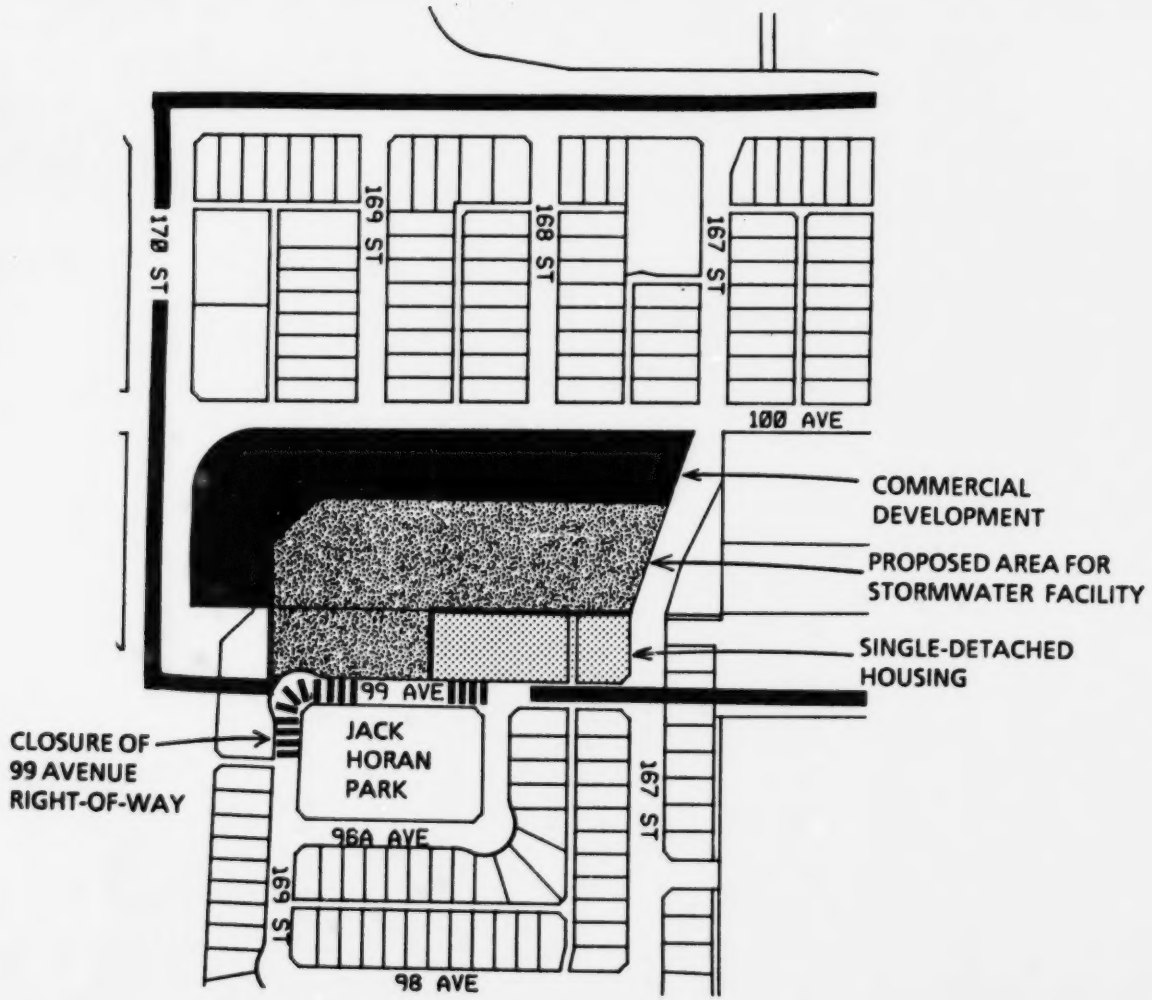
- The intersection at 170 Street and 100 Avenue is a prime location for commercial development. The proposed stormwater facility will increase the park space in the area, and provide an excellent buffer between the commercial uses along 100 Avenue and the single family residential area to the south.

- The Transportation Department has agreed to close the 99 Avenue right-of-way, as recommended.

MAP 12
DEVELOPMENT CONCEPT - AREA #19

STUDY AREA BOUNDARY

100 Avenue Planning Study



- The stormwater facility will provide a collective solution to the runoff problem in the Place LaRue area, to the west.

- As the stormwater facility may not accommodate runoff from areas east of 170 Street, any redevelopment in the study area must incorporate on site stormwater management techniques, as specified by the Water and Sanitation Department.

Recommendation #20
Buffer Strip

The City will acquire land for the development of a minimum 15 metre-wide landscaped buffer along the south side of 100 Avenue, between 149 Street and 163 Street. Existing mature trees will be retained and protected, as much as possible. Shade trees to be planted 6 metres (19.68 feet) apart will be of a hardy variety, and will be supplemented with fairly dense planting of shrubs and some coniferous trees to be planted away from the roadway.

Discussion

- City Council has already endorsed the buffer proposal, in their approval of the 100 Avenue Facility Planning Study. The buffer, like the one along 107 Avenue in the west end, will help protect the residential areas of Jasper Place and Glenwood from the visual aspect, and dust and fumes from the arterial, offer some reassurance to these neighbourhoods about their future, and encourage their improvement. The planting on the buffer will provide a uniform attractive appearance on 100 Avenue.

Recommendation #21
Parking Lane on North Side of 100 Avenue

The parking lane on the north side of 100 Avenue will be retained, as long as it is required by adjacent residents between 163 and 156 Streets.

Discussion

- In most instances, properties north of 100 Avenue, between 163 and 156 Streets, will not be redeveloped as commercial, for some time. As 100 Avenue will be a major arterial, driveway access fronting onto it will be difficult. In some cases, no rear parking exists. Residents will continue to require on-street parking.

Recommendation #22
Landscaping on 100 Avenue

Landscaping will be provided by the Transportation Department as part of upgrading 100 Avenue, on the north and south sides of 100 Avenue, from 170 to 149 Streets, in those areas not protected by the buffer strip. The sidewalk will be separated from the roadway by a landscaped boulevard, planted with trees at 6 metre intervals. The sidewalk will abut the property line. Trees will be of a hardy variety with a high canopy, to ensure visibility of future commercial development. Residents on the north side of 100 Avenue, between 156 and 163 Street, will be polled to ensure this arrangement will not adversely affect existing landscaping in their front yard. If necessary, the landscaping and sidewalk location could be modified in these locations.

Discussion

- 100 Avenue will be a major gateway route to the city centre. It should, therefore, be visually attractive. It is particularly important to provide landscaping on the north side of 100 Avenue. These residential properties are unlikely to develop for some time, and attractive landscaping would reduce the visual impacts of the expanded roadway, and could encourage better property maintenance. It would not be desirable for sidewalks to abut the curb, as this does not allow any separation between pedestrians and the major arterial. The intent of recommendations #20 and #22, is to provide some consistency in the landscaping of 100 Avenue.

Recommendation #23 Improved Watermains Crossing 100 Avenue

A program to upgrade watermains crossing 100 Avenue will be implemented as required.

Discussion

- The Water and Sanitation Department advises that existing watermains between Stony Plain Road, 100 Avenue, 149 Street and 170 Street, are inadequate to handle long term commercial redevelopment in the area.

Recommendation #24 Traffic Management Measures

The City will introduce traffic management measures, such as culs-de-sac on local streets, immediately south of 100 Avenue between 149 Street and 163 Street, upon receipt of petitions from the local residents of the street. (See Map 7).

Discussion

- Culs-de-sac will reduce shortcutting traffic on streets south of 100 Avenue. However, the Transportation Department does not want to unilaterally impose culs-de-sac, without adequate consultation with local residents.

Recommendation #25 Appearance of Commercial Development

To ensure that new commercial development along 100 Avenue is attractive in appearance, the City will:

a) rigorously enforce the regulations of the Land Use Bylaw, regarding landscaping, screening, and parking in commercial districts;
b) promote land assembly and comprehensive development, under appropriate direct control districts (e.g., DC2 or DC5);
c) ensure all future development on 100 Avenue will provide a minimum front yard of 4.5 metres (14.76 feet), and that mature trees and some shrubbery will be planted at intervals of six metres (19.68 feet), using the example in Figure 1 as a guide;
d) adhere to all design guidelines in this study, in approving area redistricting and development applications in the study area;
e) ensure that powerlines continue to be located underground; and
f) access to commercial developments should be primarily from the street. Any access onto 100 Avenue must maintain the general landscaping objective, and be approved by the City Engineer in consultation with the Planning and Building Department.

Discussion - This recommendation seeks to ensure that 100 Avenue is an attractive "gateway" route for visitors and residents approaching the City Centre, from the west. It, also, seeks to minimize intrusion of 100 Avenue on the residential area to the south.

SECTION 4 - Implementation

Introduction

A variety of action measures will have to be undertaken, in order to implement the recommendations of this study. The required actions are listed below, under the title of the responsible civic department. An indication of the approximate timing of these actions is also indicated.

Department	Timing
1. Planning and Building Department	
a) Coordinate the implementation of proposals in the West District Plan with the recommendations in this study.	1986
b) Support redistricting applications by private owners which meet the study recommendations and development concept.	
c) Implement subdivision/design guidelines for Areas #18 and #19, south of 100 Avenue, west of 165 Street.	
d) Work out the details of direct control districts, to ensure their compliance with objectives of the study.	
2. Transportation Department	
a) Coordinate with Real Estate and Supply Services, the acquisition of property required for the landscaped berm along 100 Avenue; and construct and landscape the buffer.	1986 1987
b) Institute traffic management measures, as required, in cooperation with the local residents. Monitor traffic, and resolve shortcutting or other problems, if necessary.	1987
c) Provide mature landscaping, to consist of trees spaced every 6 metres along the north and south side of 100 Avenue, between 149 and 170 Street.	1987
d) Minimize the effect of the Transit Centre on adjacent residents, through design measures, including the provision of landscaping and fencing; and monitor and solve problems after the centre is expanded.	1987

3. **Real Estate and Supply Services Department**

a) Continue to acquire properties required for the landscaped buffer along 100 Avenue. — 1986

b) In consultation with the Planning and Building Department, continue to dispose of developable City-owned properties in the Study Area, which are surplus to current and projected City needs.

It is anticipated that existing uses will remain until they are redeveloped, after the appropriate owner/developer-initiated redistricting occurs.

4. **Parks and Recreation Department**

a) Declare the existing Richard Butler Memorial Park site surplus, and use monies obtained from its sale to acquire and develop Area #8, shown on Map 8, as a new park facility. The closure of 155 Street should be co-ordinated with the Transportation Department. The affected communities should be consulted regarding the proposed function and design of the park. — 1987/ 1988

b) Maintain the landscaping on the 100 Avenue road right-of-way, and the landscaping of the proposed stormwater facility, north of 99 Avenue and east of 170 Street.

5. **Water and Sanitation Department**

a) Design a stormwater management facility.

b) Consult with residents adjacent to the proposed site, to ensure an attractive facility is built which poses no safety problem for local residents. — 1987

c) Construct the facility.

d) Upgrade watermains crossing 100 Avenue, between 149 and 170 Streets.